

Mulford Wins Lozier Car Road Race

MULFORD WINS BIG ROAD RACE

Youth Piloting Big Lozier Captures Contest at Elgin From Veteran Drivers.

DRIVES CAR MORE THAN SIXTY-TWO MILES AN HOUR

Robertson, Oldfield, Harroun and Dawson Are Humbled by Mere Youngster.

By Associated Press.

ELGIN, Ill., Aug. 27.—Ralph Mulford, a youth, driving a car that never faltered, today won the greatest road race ever seen in the west.

He drove a fifty-horse power Lozier 26.63 miles in 4:52.35, or at an average speed of 62.5 miles per hour. He ran 203 miles without a stop and then halted only because he was under a misapprehension as to the time. The tire proved to be all right, but he seized the opportunity to take gasoline and water and was off again after a minute's delay.

Albert Livingston and Arthur Greiner, both piloting forty-horse power Nationals, finished, respectively, second and third. Livingston's average was 60.2 miles an hour and Greiner's 60.1. Livingston's elapsed time was 5:04.10.90 and Greiner's 5:12.23.03.

George Robertson, whose Simplex looked like a winner over the first seventy-six miles, during which he climbed from fifth to first place and had a lead of three seconds over Mulford, developed a remarkable streak of bad luck. Thereafter he was compelled to change tires eighteen times. He had no other kind of trouble, but one inner tube after another went back on him. When his tires would let him run true to his form and finished fourth. Including stops he averaged 54.9 miles per hour.

Another Simplex driver, Ray Saynor, was the only other car running when Starter Wagner stopped the race. There were thirteen starters, although no driver was hardy enough to wear the number "13" on the bonnet of his car.

Five Hours' Grind.
The long grind, which began at 11 o'clock and did not finish until nearly 6 o'clock in the afternoon, eliminated eight cars, including those driven by Oldfield, Harroun and Grant. Of those who remained, Mulford was the only one who had not been hoped.

Mulford ran the first seventy-six miles at the head of the pack. When the latter began having trouble with his tires Mulford took the lead and was never headed.

After running 156 miles without a hitch, Mulford turned on a little more speed and made a dash for the succession from one to four seconds in eight minutes.

W. H. Saynor, who was at the wheel of a Simplex, was unable to get the speed out of his machine. He did the first two laps in slightly better time than a mile, but thereafter ran from one to two minutes slower and steadily dropped behind. He was compelled to make several times to change tires. He had covered 262.6 miles in 5:21.49, when the race was stopped.

The elimination of eight cars during the course of the race left the two Nationals to fight the two Simplexes for second and third positions. Saynor could not run fast enough and Robertson was retarded by his endless tire changing, which in the end left the fight between the two Simplexes and Livingston and Greiner, the former coming out second by a narrow margin.

There were two Marmion cars in the race, one driven by Harroun and the other by Dawson, both veterans, who are always considered contenders. Harroun made the first lap in 8:48, but in the middle of the next lap his car broke a piston rod and was withdrawn. For 211 miles Dawson looked like a contender. He had stopped only once for oil and water. Within nine laps of the finish, however, his car broke a piston rod and its frame, and he was out of the race.

Many Accidents.
Although the chapter of mechanical and drivers' accidents was long, none of the crews was injured. Much had been hoped from Grant, who drove the same Alco with which he won the Vanderbilt cup two years ago, but he broke a piston rod in the first lap, which he made in 8:12, but on the next lap his clutch broke and he went to the Harroun company.

Barney Oldfield, who drove a six-cylinder Knox, seemed less at home on the road than in the speed trials, in winning which he had made his reputation. "If any other man had persuaded me into this race," he said, "he'd have had to fight with me."

This remark was made before the race began. "Who was it?" he was asked. "Barney Oldfield," he answered with a grin.

He drove for all there was in him and his car took the corners with reckless speed. He made several laps in close to eight minutes and one in 7:57. After running 245 miles in 4:57.38, his car broke a piston rod and he joined the others.

Basile, at the wheel of a Matheson, did the first ninety-three miles in 1:35:50, but threw a wheel. He was reported out of the race at that time, but got on the track again. He was unable to keep going, however, and withdrew permanently. Endicott, driver of a Kisselcar, broke his radiator after running ninety-three miles. He too attempted to continue the race, but failed, and quit the track.

E. Schleifer, who drove a Jackson, came nearest to a serious mishap of any of the drivers. He skidded into a telegraph pole, wrecking the machine, but he and his assistant were deposited in a box, which broke their fall.

Stinson, driver of the Black Crow, was put out of the race by a broken wheel, after covering 171 miles.

The Summaries.
Elgin National trophy, for stock cars under 600 inches displacement, 205.93 miles; number of laps, 32; length of lap, 5 miles, 249 feet.
Lozier, 50-horsepower, driver Mulford; time, 4:52:35.63; 62.5 miles an hour.
National, 40-horsepower, driver Livingston; time, 5:04:10.90; 60.2 miles an hour.
National, 40-horsepower, driver Greiner; time, 5:12:23.03; 60.1 miles an hour.
Simplex, 30-horsepower, driver Robertson; time, 5:21:49.35; 54.9 miles an hour.
Simplex, 30-horsepower, driver Saynor; running on thirty-fourth lap when race was called.
Knox, 60-horsepower, driver Oldfield; withdrew and twenty-ninth lap.
Marmion, 40-horsepower, driver Dawson; out on twenty-seventh lap.
Black Crow, 40-horsepower, driver Stinson; out in twenty-second lap.
Jackson, 40-horsepower, driver Schleifer; out in thirteenth lap.
Kisselcar, 40-horsepower, driver Endicott; out in eleventh lap.
Matheson, 40-horsepower, driver Basile; out in eleventh lap.
Alco, 50-horsepower, driver Grant; out in second lap.
Marmion, 40-horsepower, driver Harroun; out in second lap.

Sharman Sales.
Sharman Automobile company sold a Stoddard-Dutton to James E. Jennings and a Lozier to Dr. Stuffer.

AUTOMOBILISTS TO HAVE CLUBHOUSE

Milwaukee Motorists Are Constructing an Ideal Home for Members of Club.

Milwaukee motorists will have one of the most pretentious motor clubhouses in the middle west before spring. Plans for the building, which will cost in the neighborhood of \$15,000, were O. K'd at a meeting of the Milwaukee Automobile club last week and the building committee was directed to start work immediately on the erection of the structure.

The building, which will be built on the club's land at the intersection of the Blue Mound road and Cottrell avenue, will be a two-story structure of frame and plaster construction, with ground dimensions of 60x125 feet.

On the first floor there will be a large reception hall with a brick fireplace at one end and an alcove with seats on the other. A wide stairway leads up from the reception hall to the second floor. On the right of the reception hall is a lounge with four tables and a buffet. To the left of the hall is a main dining room with four private dining rooms adjoining. Back of the dining room is a large kitchen and a separate serving side. A dumbwaiter for facilitating service on the floor above. Back of the kitchen is a chauffeur's dining room, with a door leading out to the garage in the rear. Shower baths have been provided in connection with the complete lavatories for the convenience of members.

On the second floor, over the main part of the clubhouse, a large hall has been provided for club meetings and banquets. A ladies' parlor is also on the second floor, as well as the quarters for the servants in the rear. In the basement is a boiler room with steam heating plant of sufficient capacity to heat the building comfortably in zero weather. Also a complete laundry, vegetable and wine cellar.

The building is surrounded on two sides by wide porches. The front or north porch has a wide alcove at either end, which arrangement admits of automobiles arriving by one route and leaving by another. The building is situated on a corner, and guests will enter by way of the east portico and leave by the west one.

The club has four acres of beautiful wooded grounds with good drainage and so situated as to present a fine view of the city. The grounds will be improved and a suitable garage erected in the rear as soon as the clubhouse is completed. The grounds will be improved and a suitable garage erected in the rear as soon as the clubhouse is completed. The grounds will be improved and a suitable garage erected in the rear as soon as the clubhouse is completed.

USES HIS AUTOMOBILE TO TRANSPORT HIS COW

Probably the palm for ingenuity for the uses to which motor cars are put would unanimously be voted to Arthur Wheeler. He recently purchased a cow and decided to transport his new purchase to his farm at Cleveland, N. Y., in his Franklin car. The tonneau of the Franklin was removed, and in its place was built a small stall. With the assistance of two other men, he put the cow into the stall and tied it so that no harm could come to it during the journey of thirty-four miles. The trip was made in one hour and a half, over rough roads, and with the cow remaining on the high speed and upon reaching the farm was backed against a high terrace in front of the farm house, and without any trouble the cow was backed from its stall to the terrace, and led away to its new pasture. Wheeler was so pleased with his success that the next day he bought two calves and decided to take them home in the same way.

As the rack which he had used for carrying the cow had been removed from the car, he loaded the calves in the front seat, held their heads with one hand and drove the car with the other, while another man beside him kept the animals from falling out. A few days later Wheeler went to Syracuse and took home with him in his car a boat which he had purchased. He says that the farmers along the route from Syracuse to Cleveland are not surprised at anything he may pass along the road with in his car. He said, speaking of his car: "There never was a better car than my old 1906 Franklin, and I guess it is good for another 100,000 miles."

AMERICAN AUTOMOBILIST IN BUENOS AYRES JAIL

Recently returned from an extensive trip in South America, where he placed agencies for his company, Secretary George Vernon Rogers of the Mitchell-Lewis Motor company of Racine, Wis., mingles tales of adventure, interesting travel, business progress and economical research with stories of impressions of life in Buenos Ayres that reflect the possibilities of American invasion of the land of pampas and Andes.

Mr. Rogers languished three days in a Buenos Ayres jail before the ponderous machinery of the court was put into motion in his case, for the terrible crime of brushing pedestrians with the fender of an automobile he was driving.

"From Uruguay to Brazil," says Mr. Rogers, "the trip was one of constant surprise at the extreme rapidity with which the economical development of the country is being emphasized. Rio is a wonderful city—in my estimation, it is the most beautiful city in the world."

A simple lesson in arithmetic bearing upon the foreign shipments of automobiles was developed as the result of Mr. Rogers' trip. He learned that a car might be shipped from Racine to Buenos Ayres for \$25, whereas the same machine consigned to San Francisco would cost \$150 in freight.

PIERCE-ARROW PILOT GOES TO JACKSONVILLE

Walter P. Winchester has severed his connection with the Pierce-Arrow Motor Car company of Buffalo and hereafter will be head of the Winchester Motor Car company, dealers in Pierce-Arrow cars at Jacksonville, Fla. Winchester will be remembered best as the pilot of the Pierce-Arrow car that won the Glidden trophy in 1909. Previous to that time he had driven in two Glidden tours as pacemaker in the chairman's car. In the early days of motor cars in this country he earned a reputation as a driver of racing cars.

In entering business for himself Winchester is following in the lead of a number of Pierce-Arrow dealers who were formerly employed by the company and later established themselves as dealers in the cars made by the company they were associated with.

MOTOR PARTY BAGS BIG BEAR

Automobilists Have Thrilling Experiences Competing in Prize Hudson Tour.

GHOST OF HAUNTED MILL PROVES TO BE BIG GAME

Pelt of Bruin Decorates the Radiator of the Car on the Return Trip.

The chug-chug of the auto, the ping-pong of the rifle and the death grunt of a black bear were thrillingly combined in a 174-mile tour of Mr. and Mrs. R. W. Hyde of Duluth, Minn., when they competed in the Hudson owners' experience run held in July. Not every autoist thinks it necessary to go armed with a rifle when on a tour. But the course of the Hyde's was through a lake region in Minnesota where bears abound and they returned from their run with a bear pelt on the radiator as well as a triangle.

The judges of the Hudson owners' experience run have just completed their task of looking over the stories and photographs, which poured in from all parts of the United States and Canada. In spite of the glorious feat of bringing to bag a fine black bear on their trip, the Hyde's were beaten out for the first prize by A. P. Pearson of Dorchester, Mass., whose story and photos showing the part played by the automobile in picturesque New England were considered by the judges—Mayor Philip Breitmeyer of Detroit, James Fulton of Chicago, and Edward L. Stanton of Detroit—worthy of the first prize of \$150. Second prize, \$100, went to the demon bear hunter, with the additional balm of \$25 to Mrs. Hyde, who drove the car. Twenty other cash prizes were given, besides seven hundred dollars each to women who drove Hudson cars over a 100-mile route, complying with the conditions that no tools be carried, except tire repair outfit and jack.

Ghost Comes to Be Bear.
An old mill, with which is associated exciting ghost lore, lay along the course taken by the Hyde party. It is situated in a deserted lumber camp just above White Face Lodge—another place smack-dab in the heart of the woods. The ladies in the party insisted on a trip through the old mill. Their escorts, with rifles over their shoulders, showed them over the creepy place.

The ghost of Hiram Jones was not encountered but on coming out of the haunted building, peculiar noises were heard from the direction of a brush pile, which was situated at the opening of a cave.

The sporting blood of the whole party was tingling in a flash and all were ready for any kind of a skirmish. The party concurred themselves at some distance from the inclosure and waited for developments.

Bruin Is Bagged.
"Our patience was not tried for long," writes Mr. Hyde, "for Mr. Bruin appeared."

Harry L. Bracken of the Raymond-Bracken Automobile company left a week ago for Indianapolis, to attend a convention of the Premier agents. While there he is the guest of the Premier Manufacturing company.

Hupmobiles Sold.
The Motor company reports the sale of a Hupmobile to Dr. Noonan at Midvale and another to Dr. Robertson at Sandy.

Bracken Goes East.

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FAST DRIVERS FOR COMING AUTO RACES

George Robertson and Ralph De Palma Will Appear in Motor Contest Soon.

The Norristown Automobile club, which is standing sponsor for the race meet to be held at the exclusive Belmont Driving club's track, at Narberth, on September 24, is early in the field with a comprehensive programme of events to attract motorists from far and near, and the fact that nearly \$3000 cash is offered in prize money, in addition to cups, will stamp the meet as being decidedly unique for the district.

George Robertson and Ralph DePalma are to be the star attractions, in a match race, in which \$1500 goes to the winner and \$500 to the loser. Robertson will drive a Simplex and DePalma a Fiat, and the issue will be fought out, best two out of three five-mile heats, tire trouble counting a heat off.

The same drivers will be seen in the free-for-all and free-for-all handicap and in the one-mile record trials, and it is in the short distance events that the Norristown club intends to set a standard for track racing around Philadelphia by installing an automatic timing device.

The American Automobile association, which has sanctioned the meet, refuses to accept for record the time made at any distance up to five miles, unless these times are clocked automatically. It is held that it is a physical impossibility to catch the time made by racing automobiles for short distances, and that watches controlled by human agencies vary materially under the exciting circumstances.

T. S. Patterson, the chairman of the club's contest committee, and a mechanical engineer by profession, is connecting a new electrical timing device, which will come up to the A. A. A. requirements for the meet.

It is expected to be a revelation in its line, as the feature of most general interest will be that the occupants of the grand stand will be able to see for themselves the exact time made by competing cars. At many meets in the past the public has been left too much in the dark as to cars competing, and times made, but Mr. Patterson is confident that, once developed, as it will be at Belmont, his method of timing will be generally adopted.

In addition to the big match race, the list of events for decision on the Belmont track will be as follows:

Match race between George Robertson and Ralph DePalma, best two out of three heats, five miles in each heat. In case of tie the heat to be run over.

1—Class B, division 5. Five miles; open to any gasoline stock chassis with a piston displacement of 161 to 230 cubic inches. First prize, \$50; second prize, \$25.

2—Class B, division 2. Five miles; open to any gasoline stock chassis with a piston displacement of 201 to 450 cubic inches. First prize, \$50; second prize, \$25.

3—Class B, division 5. Five miles; open to any gasoline stock chassis with a piston displacement of 451 to 600 cubic inches. First prize, \$50; second prize, \$25.

4—Class B, division 2. Ten miles; open to any gasoline stock chassis with a piston displacement of 201 to 450 cubic inches. First prize, \$50; second prize, \$25.

5—Class B, division 5. Ten miles; open to any gasoline stock chassis with a piston displacement of 451 to 600 cubic inches. First prize, \$50; second prize, \$25.

6—Class B, division 2. Ten miles; open to any gasoline stock chassis with a piston displacement of 201 to 450 cubic inches. First prize, \$50; second prize, \$25.

7—Free-for-all. Five miles; all types and motive power. First prize, \$100; second prize, \$50.

8—Free-for-all. Handicap; ten miles. First prize, \$100; second prize, \$50.

9—One-mile record trials. First prize, \$25.

10—Amateur handicap. Five miles. First prize, cup; second prize, cup.

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